

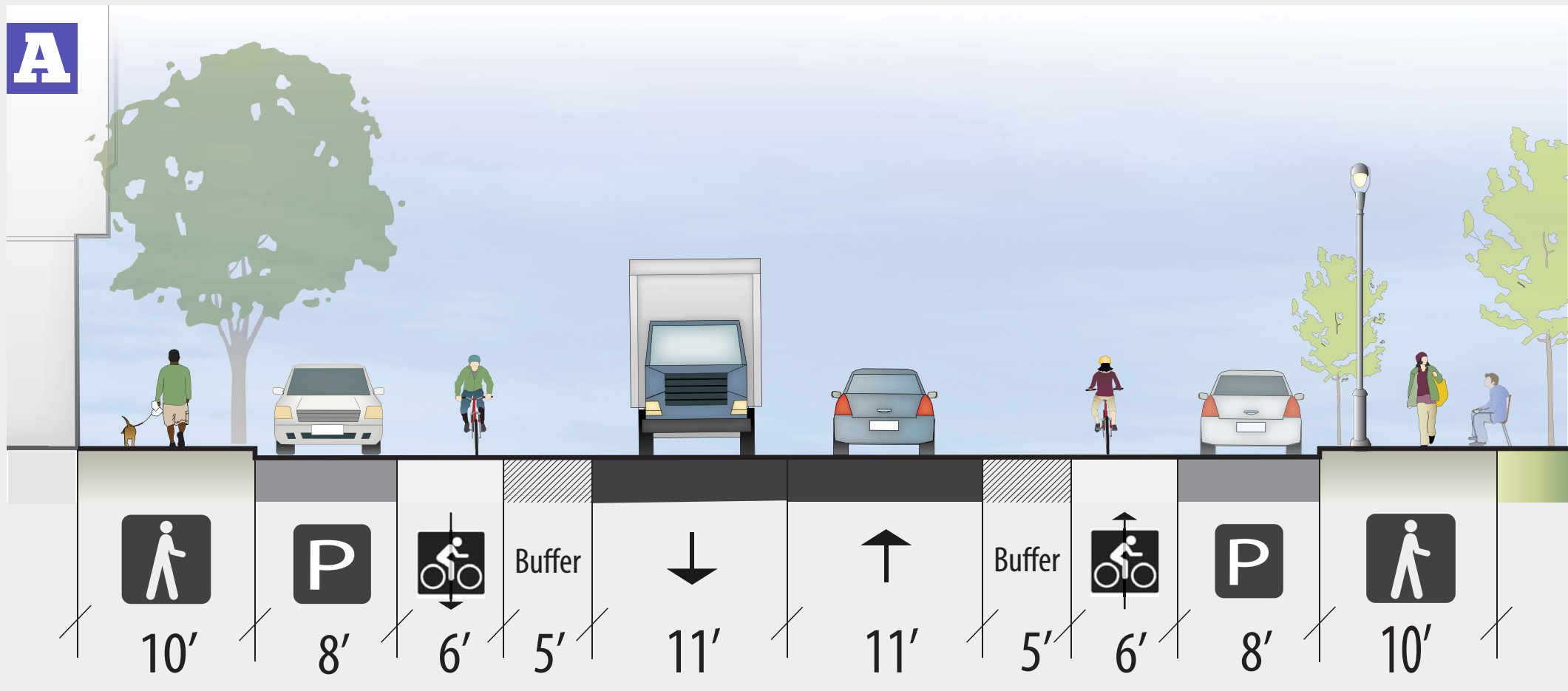
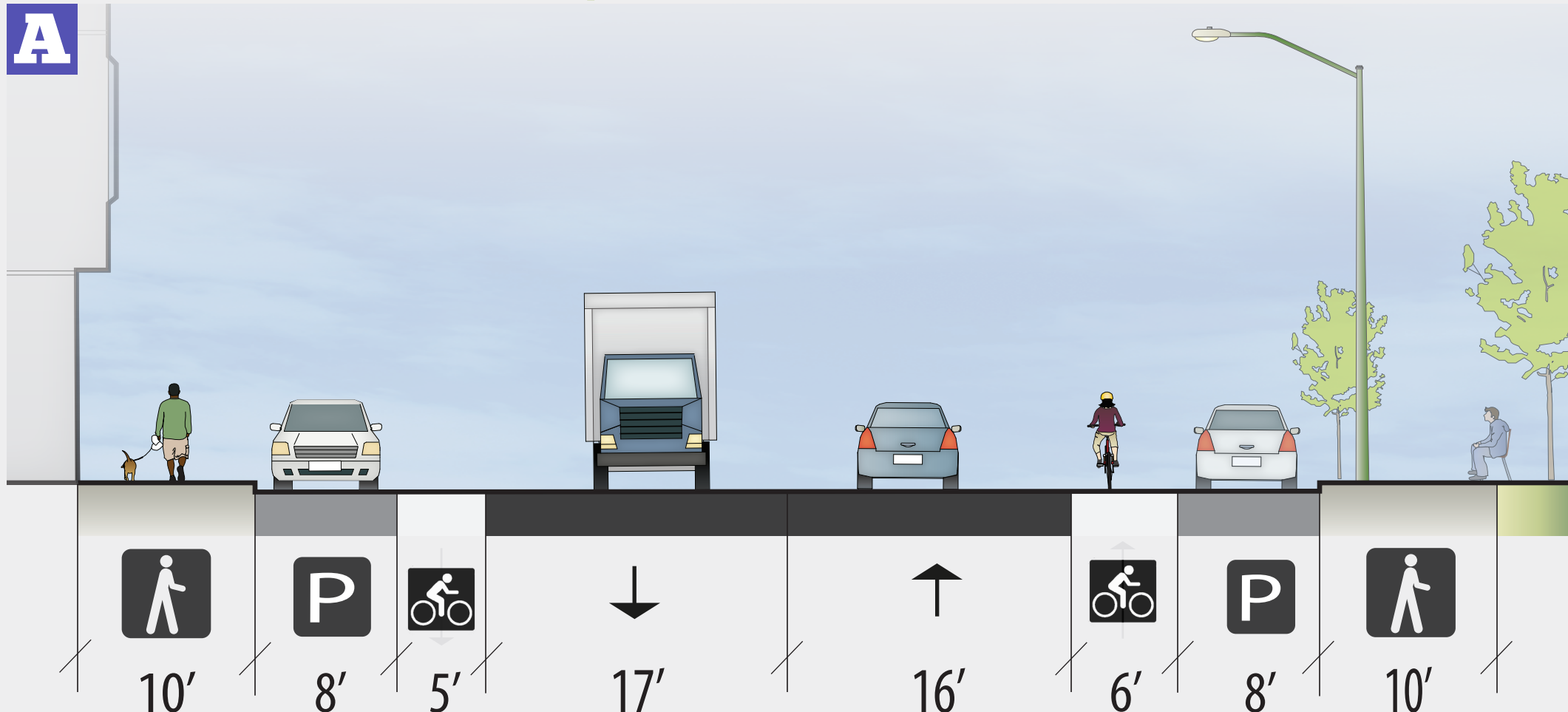


# GREEN CONNECTIONS: OAKDALE AVENUE CONCEPTUAL DESIGN

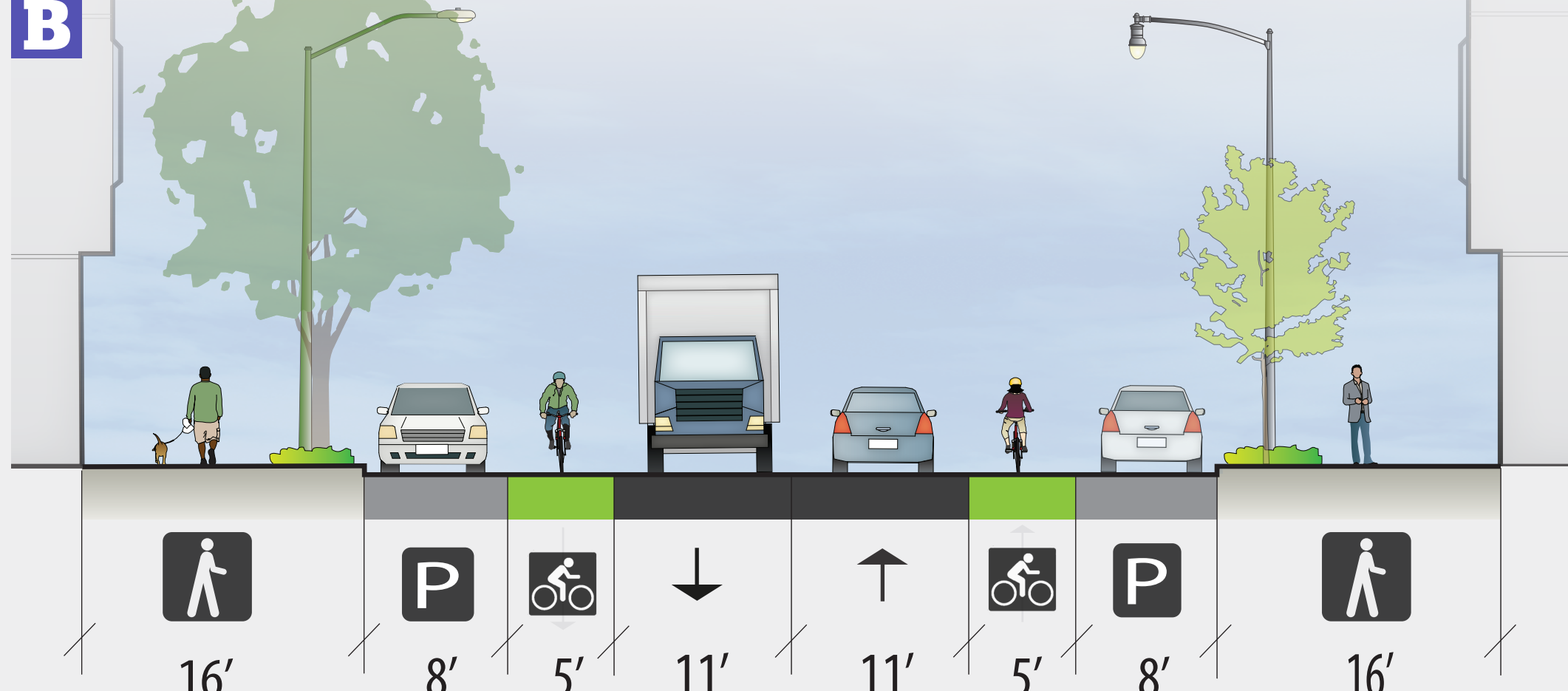
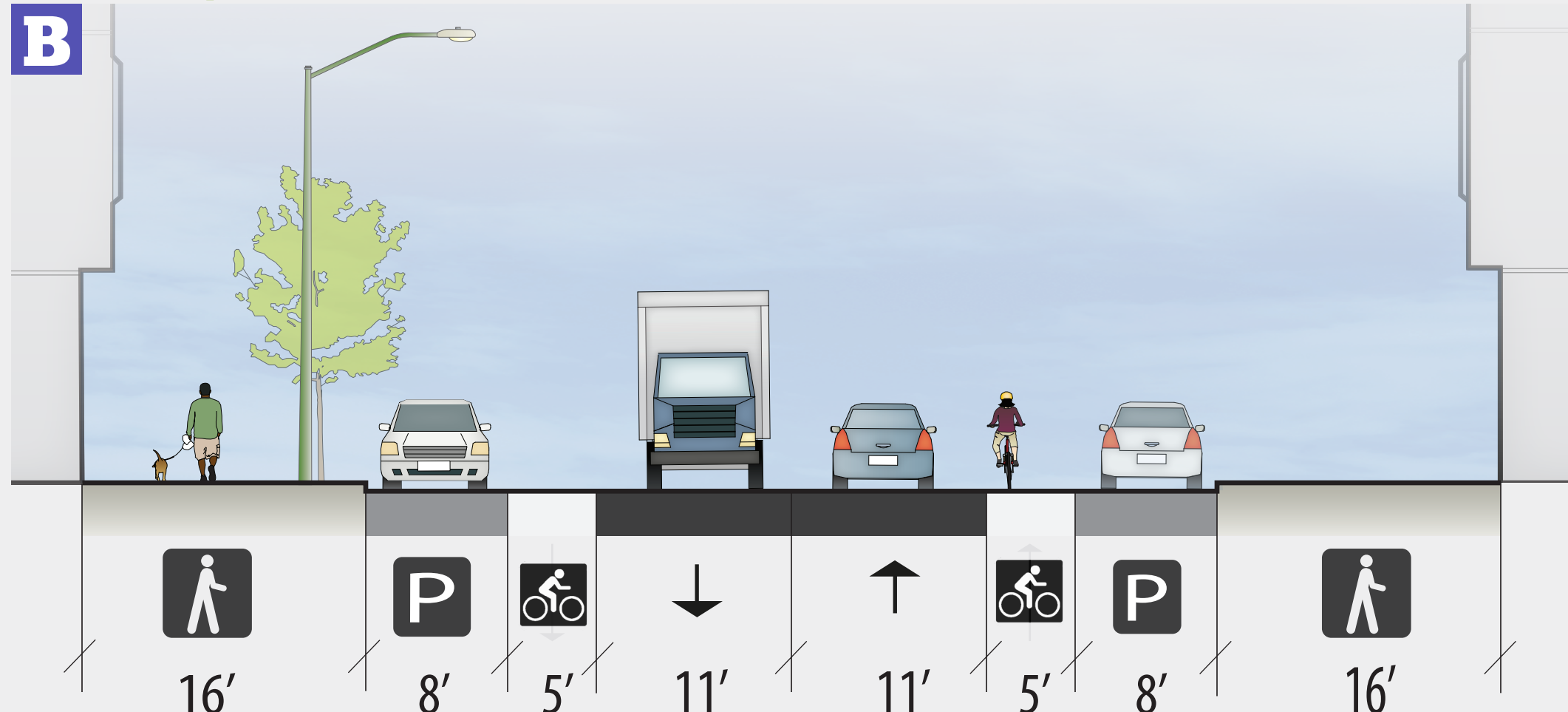
EXISTING

PROPOSED

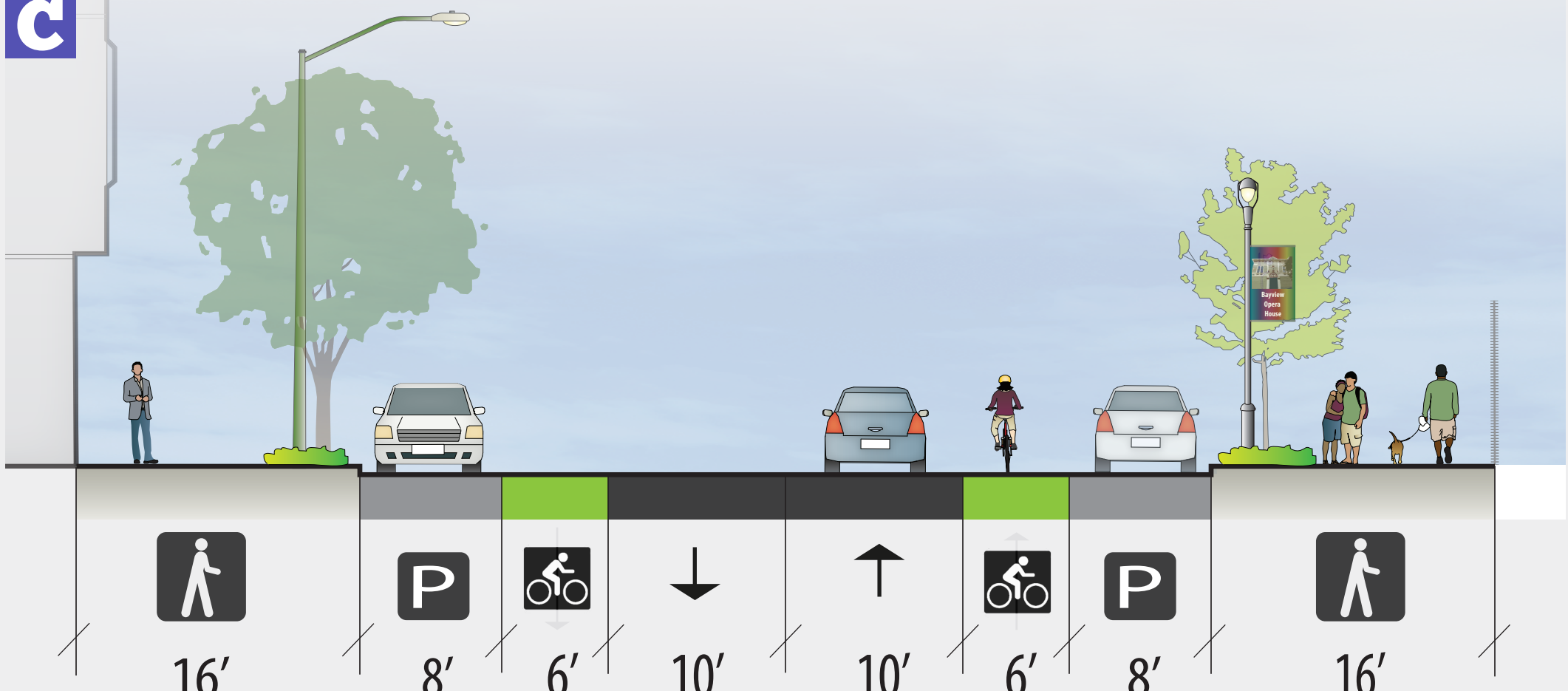
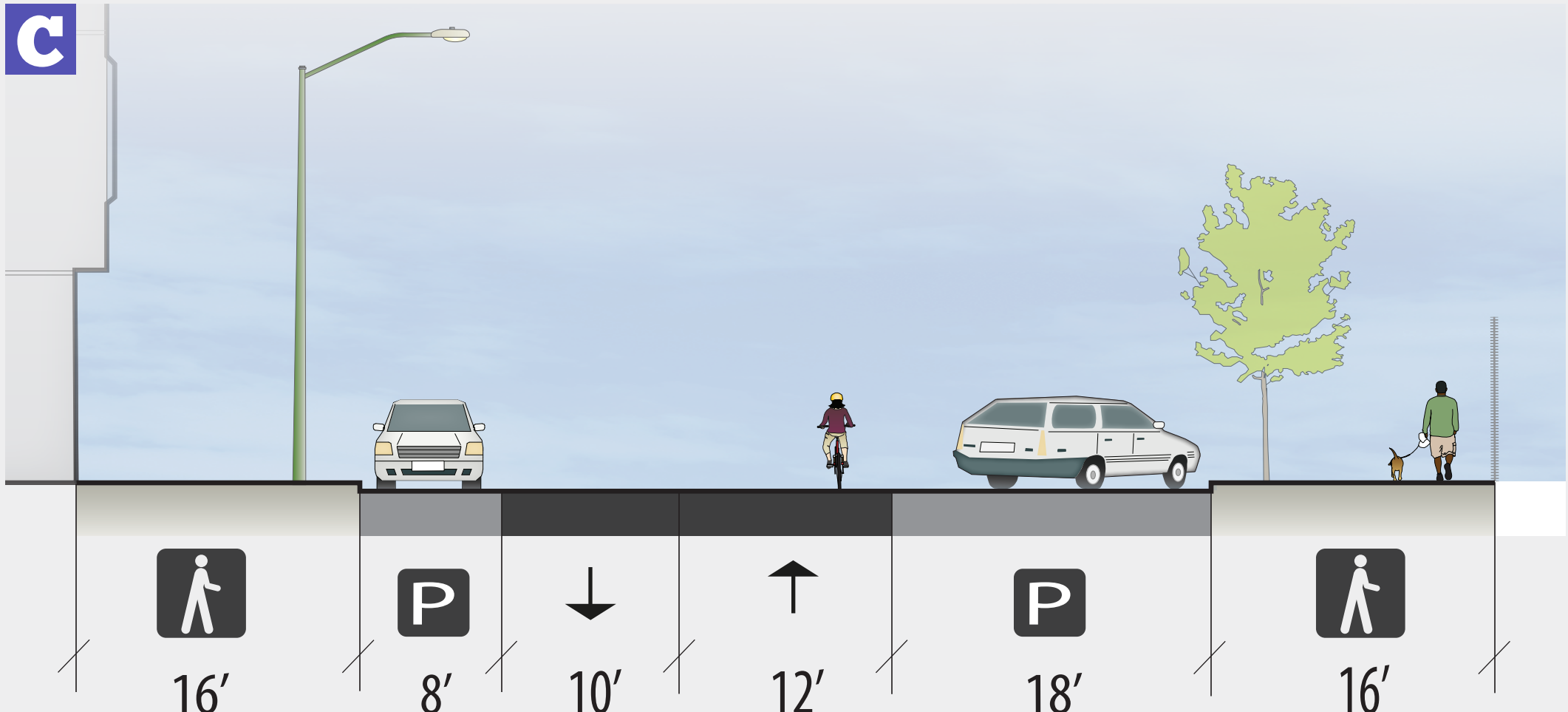
Quint to Phelps



Phelps to Third St



Third St to Lane



## Third Street to Lane Street: Community Design Exercise

Currently the bike lane on Oakdale ends at Mendell Plaza. If the bike lane were to be extended, there are trade-offs between the level of comfort for biking and the amount of parking on the street. What type of bike facility would you like to see on this block of Oakdale? (Place 1 dot on the facility *you* would like to see)

### Bike Sharrow



- Bikes and cars share a travel lane.
- Less comfortable for cyclists, especially inexperienced or less confident bicyclists.
- Would not require changes to the existing travel or parking lane configuration.

### Bike Lane



- Bikes would have a dedicated lane, which is safer and more comfortable for cyclists.
- The travel lanes would be narrowed to accommodate a bike lane. Cars typically travel slower with narrower travel lanes.
- Parking on the north side of Mendell would be converted from angled parking to parallel parking, which would result in the reduction of 8 parking spaces.

## CONCEPTUAL DESIGN -

The City has dedicated \$300,000 to pedestrian and bike improvements on Oakdale through the 2011 Road Repaving and Street Safety Bond Base Design. This could pay for two corner bulb-outs, street trees and new roadway striping. Corner bulb-outs can improve pedestrian safety by shortening the crossing distance, improving pedestrian visibility and reducing the speed of turning traffic. The design is illustrated below.

